

MATERIALS

Material sites. To minimize the construction and maintenance cost of transportation, material sites should be located as near as possible to transportation routes, while protecting the fish and wildlife and related recreational resources.

Given the current scarcity of information in the Kashwitna Unit, the DNR Division of Geologic and Geophysical Surveys, and the Department of Transportation and Public Facilities (DOTPF) should inventory and analyze potential gravel sources near proposed transportation corridors when funding is available. The results should be used to locate required material sites. Materials for individual road projects may be identified on the basis of pit location studies along a given route.

The location and extraction of road building material within streams, stream buffers, and trail corridors should occur only after design consultation with DFG, DOTPF, the DNR Division of Parks and Outdoor Recreation, and the DNR Division of Geologic and Geophysical Surveys.

Material sites should be screened from the road, residential areas, recreational areas, and other areas of significant human use. Sufficient land should be allocated to the material site to allow for such screening.

Gravel extraction. Gravel may be used from within the right-of-way along the Willer-Kash Road contingent on restoring the extraction sites to natural appearing contours and vegetation or converting sites into public parking. If gravel sources outside this right-of-way are necessary, a permit must be obtained from the DNR Division of Land and Water.

RECREATION

Recreation sites. Three recreation sites are identified (see Map 3). These sites will be managed for public use to help meet needs for developed recreation facilities such as campgrounds and parking, and to protect public access to trails, streams, and wilderness areas.

Site #1 is on the Willow Creek Mountain Trail in the southern part of Subunit b. It is currently platted as a 40-acre site in T20N R3W section 28 SW1/4 NE1/4. The site is currently undeveloped. The Kashwitna Management Plan recommends that this site be relocated to the junction of the Willow Creek Mountain Trail with the Willer-Kash Road. If the northern route is developed for Route F (see Map 8 in section on Roads, Trails, and Public Access in this chapter), this site would be relocated to the junction with Route F. This site would provide a parking area and trailhead for ORV access to the Willow Mountain Critical Habitat Area.

Site #2 is borough land on the south shore of an unnamed lake in Subunit a, T21N R4W S.M., sections 1 and 12. This is the largest lake in the Kashwitna area. The western and northeastern shores of the lake are in private ownership. As access improves and public use of this area increases, this recreation site will provide opportunities for waterfront public recreation.

Timber harvest in this recreation site shall be for personal use only. Harvests will be managed to protect and enhance the recreational values of the lake and the recreation site. Selective cutting only should be done.

To provide well-drained public access to the lake, the site should include lands on the south and southwest shore of the lake. The state and the borough should consider exchanging these lands to provide a state recreation site on the lake that includes well-drained lakeshore (see also Chapter 4, Land Exchange).

Site #3 is at the trailhead for Route G, the proposed ORV trail to the northern part of the Willow Mountain Critical Habitat Area (see Map 8). The exact site will be located when the trail is designed. The site should be large enough to provide parking off the Willer-Kash Road at the trailhead.

Recreation analysis of Little Willow Creek crossing. The Willer-Kash Road extension (see Route A in Roads, Trails, and Public Access section of this chapter) will cross Little Willow Creek with a permanent bridge. This crossing is likely to increase recreational use of the creek. The creek supports pink, chum, coho, and king salmon, rainbow trout, and grayling. Above the Parks Highway, the creek is currently open for fishing under DFG regulations for all these species except king salmon.

Before final design of the proposed creek crossing, DNR and DFG will determine the potential of the creek for boating and fishing. In particular, DFG will determine what species of resident sport fish are present, and whether the resident fish populations can support a recreational fishery. DNR will determine if the creek near and below the bridge site is usable for floating or motorized boating. This information will be used by DNR to determine parking, picnicking, or other recreational facilities needed near the stream crossing. The study will also consider the pattern of access downstream from the crossing and its likely effect of recreation and fishing along the creek. The crossing should be as close to perpendicular to the creek as is feasible and prudent.

REMOTE CABINS

Remote cabins (AS 38.05.079) are intended for use in areas distant from road access. Because of existing and proposed road access, remote cabin permits are not allowed in the Kashwitna Unit.

ROADS, TRAILS, AND PUBLIC ACCESS

Public access

Status of access routes. Existing year-round public roads extend north from the Willow Creek Road into existing homesteads in Subunit c and to Iron Creek in Subunit b (see Map 8). Additional roads and ORV trails proposed by this plan are summarized in this section.

The general route proposed for the Willer-Kash Road will be reserved through a right-of-way. Additional field research will be necessary for detailed design of the final route of the Willer-Kash Road and the location of the other proposed routes. Detailed road layout will be reviewed through interagency and public comment on Forest Management Reports and rights-of-way.

Construction of these routes will depend on funding. Roads could be built by state or borough agencies or by private parties. This plan does not guarantee funding for construction of these roads.

Access to homesteads and developments. Access should be provided prior to agricultural homestead disposal or resource development. This plan provides general recommendations for transportation routes to meet the needs of the various resources. However, much more detailed route alignment and feasibility analysis will be required before the routes can be considered final.

Section line easements will not be vacated unless appropriate substitute access can be located. However, locating realistic substitute access is encouraged. Substitute access can be by trail easement, but in cases where heavy use is expected, access should be through publicly